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**CLAIMS**

1. A suspension system for a vehicle wheel set comprising an upper leaf  
spring and a lower leaf spring each being mounted or mountable on  
5 opposed sides of an associated vehicle generally transversely of the  
associated vehicle axle, one end of each upper and lower leaf spring  
comprising connection means for attachment thereof to an associated  
vehicle chassis, and auxiliary spring means mounted in series with the  
upper leaf spring and arranged to provide the associated vehicle with ride  
10 characteristics and dynamic deflection geometry substantially the same as  
those of a conventional solo leaf spring system as herein defined.
2. A system according to claim 1, wherein said auxiliary spring means is  
mounted at an end distant from said associated connection means of the  
15 upper leaf spring.
3. A suspension system for a vehicle wheel set comprising an upper leaf  
spring and a lower leaf spring each being mounted or mountable on  
20 opposed sides of an associated vehicle generally transversely of the  
associated vehicle axle, one end of each upper and lower leaf spring  
comprising connection means for attachment thereof to an associated  
vehicle chassis, and auxiliary spring means mounted in series with the  
upper leaf spring and arranged to alter its rate in proportion to the imposed  
load at constant ride height.  
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4. A system according to any of claims 1, 2 or 3, wherein said auxiliary  
spring means comprises an air spring.
5. A system according to any of claims 1, 2 or 3, wherein said auxiliary  
30 spring means comprises hydraulic, hydro-pneumatic, electro-mechanical  
or manual mechanical spring means.

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6. A system according to any preceding claim, wherein said auxiliary spring means comprises means arranged to detect the height across the vehicle and to adjust the auxiliary spring means to compensate for any difference  
5 in height.
7. A system according to any preceding claim, wherein the components are arranged to obviate or substantially reduce torsion being applied to the axle and thereby maintain the full axle control of a conventional leaf  
10 spring system.
8. A system according to any preceding claim which is further arranged to mimic the dynamic deflection geometry of a conventional leaf spring system around the normal loading range.  
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9. A system substantially as hereinbefore described with reference to Figure 6 of the accompanying drawings.